of passengers travelling in the country in the Indian Railways. What is the estimated extent of ticketless travelling in the city and how far has the Government succeeded in checking this menace?

Secondly, my friend has pointed out about the problem of large groups of ticketless students and workers, especially in the Eastern zone, entering trains, including the reserved compartments for their daily trips to nearby major cities. Is the Government going to do anything about that?

SHRI MADHAVRAO SCINDIA: I have not followed the second part of the question.

SHRI SANTOSH BAGRODIA: Has Government made a study of the problem of large groups of ticketless students and workers, especially in the Eastern zone, entering trains, including the reserved compartments for their daily trips to nearby major cities? What is the Government going to do about this?

SHRI MADHAVRAO SCINDIA: This is a problem which is certainly engaging our attention. It is very difficult to make an exact assessment of the number of ticketless travellers on suburban railways. In fact, if we could make a correct assessment, we could have apprehended them also. However, strict action is being taken on various fronts, like concerted staff checks, replacement checks where ticket collectors are replaced by T.T.Es for 24 hours or more, mobile checks, magisterial checks, cross country checks, etc. Various efforts are being made but the hon. Member is quite correct in saying that this is a problem which we are facing, particularly in certain identified areas of the country, and all efforts are being taken to meet this problem.

MR. CHAIRMAN: Mr. Amin and Bagrodia want you to take special interest because they find that this problem has assumed extreme proportions in Eastern zone, particularly between Calcutta and Delhi.

SHRI MADHAVRAO SCINDIA: I would like to assure them, through you, that great interest is being taken in this to meet this problem.

श्री मोहम्मद खलीलुर रहमान : महोदय, हमारे मुल्क में कई किस्म की ट्रेंस हैं, मिसाल के तौर पर पैसेंजर ट्रेंन हैं, एक्सप्रेस ट्रेंस हैं, सुपरफास्ट ट्रेंस हैं। इसके अलावा कुछ लोग डिस्टेंस और शार्ट डिस्टेंस ट्रेंस भी हैं। मैं मिनिस्टर साहब से यह जानना चाहूंगा कि टिकिटलेस ट्रैवलर्स की तादाद क्या पैसेंजर ट्रेंस में ज्यादा है या फास्ट और एक्सप्रेस ट्रेंस में ज्यादा है या शार्ट डिस्टेंस या लांग डिस्टेंस ट्रेंस में ज्यादा है?

श्री माधव राव सिंधिया: सर, इसका जवाब देना तो कठिन होगा क्योंकि

this varies from train to train

कभी-कभी कुछ फास्ट ट्रेंस या एक्सप्रेस ट्रेंस किसी बड़े शहर के पूर्व ऐसी जगह रुकती हैं जो उनके लिए सुविधाजनक हो। कम्प्यूटर ट्रवलर्स के लिए कभी-कभी पैसेंजर ट्रेंस बहुत सुविधाजनक होती हैं It differs from tarin to train. You cannot categorise them.

REPLACEMENT OF OCTORI DUTY

*124. SHRI PRAMOD MAHAJAN:†
SHRI SHANKER SINH VAGHELA:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether alternative sources of income to replace Octroi Duty were discussed recently at the Transport Development Council;

(b) if so, what were the conclusions; and

(c) whether his Ministry has written to the State Governments to take steps in this regard, if so, what is the State-wise response thereto?

†The question was actually asked on the floor of the House by Shri Pramod Mahajan.

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) to (c) A statement is laid on the table of the House.

Statement

Yes, Sir. The Transport Development Council in its meetings have been discussing and suggesting for the consideration of the State Governments the entry tax or surcharge on Sales Tax or Surcharge on Motor Vehicle Tax as possible alternatives to Octroi-levy. In its last meeting held on 18-11-88, the Council, reiterating the need to abolish octroi, have urged the State Govts./UT Administrations to take speedy action in this regard.

The State Govts. have been addressed in the matter. The replies from most of the octroi-levying States have as yet not been received. The Govt. of Punjab has intimated their inability at this stage to effect any change. The U.T. of A&N have planned to introduce transit tax in place of Octroi and the U.T. of Pondicherry have decided to examine the matter after receipt of recommendations of the Committee on alternate sources set up by Ministry of Urban Development.

श्री प्रमोद महाजन : सभापति जी, देश के अधिकांश क्षेत्रीय दलों के चुनाव घोषणा पत्र में चुंगी कर समाप्त करने का अभिवचन है और फिर भी आज तक अधिकांश राज्यों में चुंगी कर समाप्त नहीं हुआ है। इसका सबसे महत्वपूर्ण कारण यह है कि चुंगी कर नगरपालिका तथा महानगर पालिकाओं का सबसे बड़ा और नित्य आने वाला स्रोत है। परिवहन विकास परिषद् ने जो संभावित विकल्प दिए हैं उसमें प्रवेश कर, बिक्री कर या मोटर वाहन कर पर अधिभार, इनका उल्लेख है, लेकिन यह सभी कर राज्य सरकारें वसूल करेंगी और नगरपालिका और महानगर पालिकाओं को राज्य सरकार की दया पर ही निर्भर रहना पड़ेगा और इस कारण ही यह स्थानिक स्वराज्य संस्थायें इसका विरोध कर रही हैं। इसको देखते हुए क्या परिवहन विकास परिषद् में या परिवहन मंत्रालय ने कोई ऐसा रास्ता ढूंढने का प्रयास किया है जिससे एक ओर चुंगी कर तो समाप्त हो लेकिन नगर पालिका तथा महानगर पालिकाओं की जो आर्थिक स्वतंत्रता या स्वायत्तता वह उसी प्रकार बनी रहे? क्या कोई ऐसा मार्ग ढूंढने का प्रयास हो रहा है?

श्री राजेश पायलट : सभापति महोदय, माननीय सदस्य की भावनायें बिल्कुल सरकार से मिलती-जुलती हैं और सरकार पिछले करीबन 10 साल से निरंतर प्रयास कर रही हैं कि कोई ऐसा रास्ता निकले जिससे हम इस समस्या का समाधान कर सकें। सरकार महसूस करती है कि आज इस प्रथा से octroi जो हम कलेक्ट कर रहे हैं, इससे करीबन 1500 करोड़ रुपये हर साल पैट्रोल में, डीजल में और दूसरी जो बाधायें इससे पड़ती हैं, उसमें घाटा आ रहा है, लेकिन यह स्टेट सब्जेक्ट होने की वजह से और इसका इम्पलिमेंटेशन स्टेट के द्वारा ही होगा, तो सरकार के पास एक ही चारा बचता है कि हम बराबर स्टेट गवर्नमेंट से प्रार्थना करें। अध्यक्ष महोदय, प्रधान मंत्री जी ने भी अपनी नेशनल डेवलपमेंट काउंसिल की मीटिंग में इसका जिक्र किया। मैंने खुद हर मुख्य मंत्री को चिट्ठी लिखी, लेकिन ज्यादातर हर सरकार का एक ही जवाब आता है। जैसे हरियाणा ने लिखा है :—

Due to poor financial conditions of the municipalities, does not find it favourable at present to abolish the octori."

वैस्ट बंगाल ने लिखा है :—

"The State Government has also expressed its inability to do so without any alternative source of revenue which fully compensate the loss."

अब यह बात भी वहीं तक सही है कि लोकल बाडीज पर वाइनेंशियली एकदम फर्क पड़ता है। हमने जब नेशनल ट्रांसपोर्ट डेवलपमेंट काउंसिल में इसका जिक्र किया तो हर स्टेट गवर्नमेंट से रिक्वेस्ट की कि आप कोई ऐसा समाधान ढूंढें जहां यह कलेक्शन एक बार हो सके या जब एक बार जहां से यह गूड्स चला है वहीं पर आप किसी चैनल में बैंक में जमा कर लें और जितनी स्टेट की आक्टराय होगी, उसी हैडिंग में हर स्टेट में जमा कर दें। कुछ प्रपोजल ऐसे डिस्कस हुए और इस पर हमारा प्रयास निरंतर जारी है और हमें उम्मीद है कि इसमें कोई न कोई समाधान जरूर निकालने की हम कोशिश करेंगे।

श्री प्रमोद महाजन : सभापति जी, भावनायें तो दोनों की एक हैं फिर भी उन्होंने इस बात का कोई उत्तर नहीं दिया कि क्या परिवहन मंत्रालय, भले ही यह राज्यों का विषय हो, राज्य सरकारें अलग-अलग राय रखती हों लेकिन यह जो पर्यावरण विकास परिषद् है उसमें सभी राज्यों के पर्यावरण मंत्री आते हैं, क्या पर्यावरण मंत्रालय ने इस बारे में विचार करके, किसी समिति की नियुक्ति करके, जैसे महाराष्ट्र में इस संबंध में एक समिति की नियुक्ति हुई थी जिसने व्यापारियों से और स्थानीय स्वराज्य संस्थाओं से बात की थी, क्या उस प्रकार की किसी समिति की नियुक्ति कर के इसमें सार्वदेशिक निर्णय लेने का विचार आपका मंत्रालय कर रहा है, या नहीं, यह मैं जानना चाहता हूं।

श्री राजेश पायलट : सभापति महोदय, यही विचार नेशनल ट्रांसपोर्ट डेवलपमेंट काउंसिल में हमने रखे और सब मंत्रियों की तरफ से, जो स्टेट की तरफ से आते हैं, एक ही जवाब आता है कि हम कोई जवाब नहीं दे सकते और न ही इसमें अभी कोई कमिट कर सकते हैं। यहां तक कि इस बार कमेटी बनाने की बात चली, लेकिन जब स्टेट गवर्नमेंट मन से ही करने को तैयार नहीं है तो कमेटी से कोई इसका फायदा निकलना मुश्किल है। इसलिए सिर्फ यही प्रयास हो सकते हैं, जैसे गुजरात में कोशिश की थी, उनकी स्कीम हमने हर प्रांत में भेजी। महाराष्ट्र में जो प्रयास चल रहे है उनको हमने हर प्रांत को भेजा और उनसे कहा है कि सब प्रांत मिलकर ऐसी प्रणाली बनायें जिससे स्टेट गवर्नमेंट्स पर फाइनेंशल बर्डन न आए, उन्हें कोई वित्तीय हानि न हो और हमारी जो नीति है उसके अनुसार हम सड़क पर परिवहन ठीक प्रकार से चला सकें।

SHRI A. G. KULKARNI: Sir, may I know this, through you? I have followed very eagerly the Minister to know whether he has got any solution because he himself admitted that for the last ten years he has been trying to write whatever to the Chief Ministers and the State Governments. Sir, is the Minister aware that a time has come in this country, particularly when we are poor people, to find some solution at the national level because this cow of octroi is not only a money matter? I am dealing with so many municipalities. Sir, vested interest of municipal members has been developed. They avoid it, they fight with the Chief Minister. Right from the Bombay Corporation to a remote village in the Konkan, everywhere, this fight is there. So, I think, when you are instituting, when the Prime Minister is putting a new scheme in the national interest like your Nehru Rozgar Yojana, you have to take it to your Government that this attitude of treating it as a holy cow must be changed. It is not only about money that I am attacking. Money can be found somewhere. But there are vested interests and rackets played by people's representatives in municipalities, which are creating a bad precedent. For that purpose, Mr. Minister—you are a young person—please use your brain and methodologies and persuasive power and once for all do away with octroi at whatever cost it may be.

SHRI RAJESH PILOT: Mr. Chairman, Sir, as I have said earlier, Government is totally in favour of this line, what the hon. Members are suggesting. It is a very important sector.

It is really affecting the economy of the whole country. May I, with the permission of the whole House, carry the feeling to the Government? It is Centre-State relationship. Already these things are being talked over that the Centre is taking over the powers of the States.

SHRI A. G. KULKARNI: You are doing it in sports. Why should you not introduce this also?

SHRI RAJESH PILOT: That is why I want the permission of the House. Already this talk is on that the Centre is weakening the States. About the National Highways Authority some Members said that the intention is to take away the power of the States. May I have the permission of the House?

SHRI N. E. BALARAM: No.

SHRI A. G. KULKARNI: Why not?

SHRI N. E. BALARAM: Why should he? That is the power of the States.

SHRI A. G. KULKARNI: You want to encourage vested interests everywhere. What are you talking?

SHRI N. E. BALARAM: No (*Interruptions*)

SHRI RAJESH PILOT: Sir, in the national interest, Government took the decision about the National Highways Authority to make the roads better so that the country's economy is not affected by bad roads. May I take the feeling of the House to the Government that the Government must think over it irrespective of any effect on the Centre-State relations to take a decision whether octroi could be abolished? May I have the permission of the House to go to the Government? (*Interruptions*)

SHRI A. G. KULKARNI: They should because it is creating vested interests.

PROF. C. LAKSHMANNA: This is Question Hour.....

SHRI N. E. BALARAM: We do not agree.

SHRI RAJESH PILOT: May I inform the House that persuasion has failed including that with our party government? I am not going on any party basis. In our election manifesto it is there. But we have not been able to persuade them and find a solution.

PROF. C. LAKSHMANNA: This is not the way to do this.

SHRI RAJESH PILOT: I am asking for the permission of the House. You may say "No." (*Interruptions*)

SHRI A. G. KULKARNI: You have to support the national effort which is necessary in this country. (*Interruptions*).

SHRI YASHWANT SINHA: Sir, this has unnecessarily become a contentious matter in this House. The Minister has said just now that according to the estimates which are available with him Rs. 1,500 crores are perhaps lost annually in terms of trucks being held up in terms of petrol, diesel and other lublicants getting lost in the process. If I remember aright, the total amount which we collect through this very regressive method of taxation is, perhaps, less than the total amount of money which the country is losing not only through this loss of trucks held up and all that, but also through the process of collection in the whole establishment that you have for collection of this. Now, it is a question of putting it across to the States or to the municipalities and local bodies. It is not a question of who has the power and whether this House can amend the Constitution of the country. The point is the States and the municipalities are looking for adequate financial compensation and this is where the Government of India has a role to play. I would, therefore, suggest and request through you that if the Ministry of Surface Transport could think of a scheme—and this is my question also; are you thinking of a scheme,

because you said this is pending for the last ten years—whereby you will financially compensate the local bodies for the loss of revenue as a result of abolition of this regressive tax measure and realise it from the people who are losing this money in any case in other ways? This is my question.

SHRI RAJESH PILOT: As I have said earlier, it is a State subject. For the last ten years we have been persuading them to adopt some other alternative to collect their money. We are not against all collecting their dues which they deserve. We are also trying to help them whatever the Central Government can do under the Constitution with the scheduled incomes. But somehow the solution is not coming forth. I am not to accept in the House that mental make up of the State Governments is not to get away with the octroi. because they have a pressure from the local bodies, as hon. Meanber Kulkarni Ji has said. So, it may not be worked out till really efforts are made at the national level—as Kulkarni Ji has suggested it is to be done in the national interest because persuasion has failed. For the last 10 or 12 years we have been persuading. (*Interruptions*) I am not saying our party Governments are agreeing and Opposition parties are not agreeing.

MR. CHAIRMAN: He says; will the Government of India pay for this?

SHRI RAJESH PILOT: I have taken up that also. Is it possible for the Government of India to give alternate income to the local bodies? The Government of India is not able to cope up with that.

श्री नरेश सी० पुगलिया : सभापति महोदय, मंत्री जी ने जो इसका उत्तर दिया है वह समाधान कारक नहीं है। सम्मानित सदस्य महाराष्ट्र के श्री कुलकर्णी ने जो कहा है कि इसमें नगर परिषद और कारपोरेशन के जो सम्मानित सदस्य हैं उनका वेस्टेड इंटरेस्ट है। मैं इस बात से सहमत नहीं हूं.....

श्री सभापति : आप प्रश्न कीजिये।

श्री नरेश सी० पुगलिया : इस प्रकार से चुने हुए प्रतिनिधियों पर आरोप है यह गलत प्रकार का आरोप है। सभापति जी आप भी महाराष्ट्र के गवर्नर थे। उस समय इस प्रकार की बात बड़े पैमाने पर हुई थी। म्युनिसिपलटी और कारपोरेशन के अध्यक्ष और मेयर्स ने अपनी कान्फरेंस में साफ कहा था कि 400 करोड़ रुपये जब तक आप राज्य सरकार को इसके बदले में नहीं देते तब तक यह नहीं हो सकता। आज कारपोरेशन का, म्युनिसिपटली का 400 करोड़ का बजट है। उसके बदले में आल्टरनेट सेंट्रल गवर्नमेंट या स्टेट गवर्नमेंट पैसा देती है तब हम आक्ट्राय अबलिश करने के लिये तैयार हैं। इस सदन के ध्यान में यह बात लाना चाहता हूं कि जिन राज्यों ने आक्ट्राय अबालिश किया है, उदाहरण के तौर पर कर्नाटक और गुजरात ने, उसमें कर्नाटक में म्युनिसिपल कौंसिल और कारपोरेशन के कर्मचारियों को 6-6, 8-8 महीने का पगार नहीं मिला है। ऐसी हालत में मैं मंत्री महोदय से कहना चाहूंगा कि राज्य सरकारों को आक्ट्राय के बदले म्युनिसिपल कौंसिल और कारपोरेशन की आल्टरनेटिव इंकम की गारन्टी नहीं देते तब तक आक्ट्राय अबोलिश करने के लिये केन्द्रीय सरकार न सोचे। मंत्री महोदय से जानना चाहता हूं कि एक तरफा निर्णय लेने से वहां के कर्मचारियों पर और वहां की म्युनिसिपल कौंसिल के माध्यम से शहर की सफाई और दूसरी व्यवस्था होती है उसका जो असर पड़ेगा उसका कम्पनसेट करने के लिये आपकी मिनिस्टरी ने क्या सोचा है ?

SHRI RAJESH PILOT: Since it is the feeling and mood of the House, we will call one special meeting of the transport Ministers and the State representatives. I would request all the Members of Parliament if they could also persuade their State Governments that they must come mentally prepared to find out the alternative. You see, alternative could be found, but to the State governments you please ask to reciprocate. (*Interruptions*) The Central

Government cannot really reciprocate the income which they earn through octroi in the local bodies, because the Central Government funds are not available. But as the hon. Member has mentioned there are States like Gujarat, Karnataka and Kerala which have taken certain measures. These States have also found some alternative. They have tried to cope up with the scheme. We have requested other States. They are hardly thirteen in number and they also include the Union Territories. They are the left overs and they are not following the scheme. But seeing the mood of the House, I would again call a special meeting and request the State Governments to come up again and would see where the Centre could help. The policy of the Government and our party is that we must abolish octroi duty. We will go out of the way to help the State Governments.

MR. CHAIRMAN: Q. No. 125.

Strike by Port and Dock Workers in the country

*125. SHRI MUKHTIAR SINGH MALIK: †

DR. RATNAKAR PANDEY:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the Port and Dock Workers in the country went on strike during the third week of April, 1989;

(b) if so, what were the reasons therefore;

(c) what were the main demands/ grievances of the workers;

(d) what is the volume of work that suffered and estimated loss per day by Government due to this strike; and

(e) what steps have been taken by Government to meet the demands?

†The question was actually asked on the floor of the House by Shri Mukhtiar Singh Malik.

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) to (c) A Statement is laid on the Table of the House.

Statement

Yes, Sir. The port and dock worker in the major Port Trusts and Dock Labour Boards resorted to strike from 17-4-1989 to press for the acceptance of their charter of demands relating to revision of wages and improvement of service conditions.

(d) It is not possible to estimate the volume of work suffered as well as the loss to Government as a result of ths strike.

(e) Consequent upon discussions held with the representatives of the five Federations of port and dock workers, an understanding was reached between the Ministry of Surface Transport and the five labour Federations and the strike was called off.

श्री मुख्तियार सिंह मलिक : चेयरमैन साहिब, बहुत अफसोस की बात है कि पोर्ट और डोक वर्कर्स ने सारे मुल्क के अन्दर स्ट्राइक की जिसकी वजह से बहुत ज्यादा इन्कंविनिएंस और मेरे ख्याल में लोसेज भी हयूज हुए हैं । हालांकि मंत्री महोदय ने अपने जवाब में कहा है कि लोसेज या जो वर्क सफर हुआ उसके बाबत अंदाजा बताया नहीं जा सकता है । यह तो मैं मानने के लिये तैयार नहीं हूं कि कोई न कोई मशीनरी ऐसी होगी जो लोसेज हुये हैं । उनको आराम के साथ एसेस कर सकते हैं । खैर, बहरहाल मंत्री महोदय तारीफ और कंग्रचुलेशन के मुस्तहक हैं कि उन्होंने आखिर में इस स्ट्राइक पर काबू पा लिया और स्ट्राइक खत्म हो गई । वैसे तो वे माहिर हैं, पोर्ट और डोक वर्कर्स तो क्या महिन्दर सिंह टिकैत जैसे अनविल्डी और एरोगेंट को भी उन्होंने एक रात के अन्दर यहां से भेज दिया । एक रात के अन्दर यहां के बोट क्लब से भेज दिया ।

श्री सभापति : क्या डोक वर्कर्स भी यहां आ गये थे ?